

LISTING OF THE CLAIMS

1. (Currently Amended) An assembly for supporting a rail on a railroad tie, said assembly comprising:

an abrasion plate having an upper surface, and being constructed and arranged to fit on the railroad tie;

a rail pad having a lower surface and being constructed and arranged to fit on said abrasion plate with said lower surface facing and contacting said upper surface and to support the rail, said rail pad being separate and removable from said abrasion plate; and

a locking mechanism adapted to prevent movement between said abrasion plate and said railroad pad, said locking mechanism including a plurality of bumps uniformly distributed on one of said surfaces and a plurality of matching depressions uniformly distributed on the other of said surfaces[.], said bumps and matching dimensions being provided at least under the rail.

2. (Original) The assembly of claim 1 wherein said bumps have dimensions smaller than said depressions to allow relative adjustment there between.

3. (Original) The assembly of claim 1 wherein said bumps are formed on said rail pad.

4. (Original) The assembly of claim 1 wherein said abrasion plate has a lower surface with additional depressions.

5. (Original) The assembly of claim 1 wherein said abrasion plate has a lower surface,

and is formed with upper surface and lower surface depressions.

6. (Original) The assembly of claim 5 wherein said upper surface depressions are offset laterally from said lower surface depressions.

7. (Original) The assembly of claim 1 wherein said abrasion plate includes two opposed plate sides formed to wrap around the tie sides.

8. (Original) The assembly of claim 7 wherein said plate sides each include a flat portion and an angled portion.

9. (Currently Amended) A railroad assembly component for supporting a railroad track on a railroad tie, said component comprising:

an abrasion plate having a generally flat body and adapted for placement on the tie; a rail pad arranged to be placed on top of said abrasion pad and to support the rail; and a coupling adapted to couple said abrasion plate and said rail pad, said coupling including a projection dependent on one of said abrasion plate and said rail pad, and a hole adapted to receive and capture said projection and formed on the other of said abrasion plate and said rail pad,

wherein said projection includes a stalk terminated with a head, said head being bigger than said hole,

wherein said stalk has a cross-sectional dimension smaller than the cross-sectional

dimension of the hole to allow some lateral play between said plate and said pad.

10. (Previously Presented) The assembly of claim 9 wherein said projection is integrally formed on and attached to said abrasion plate and said hole is formed in said pad.

11. - 12. Canceled

13. (Original) The assembly of claim 9 wherein said pad and said plate each has four corners, and said coupling includes four projections and four corresponding holes disposed at respective corners of one of said pad and plate.

14. – 20 Canceled

21. (Previously Presented) The assembly of claim 1 wherein said depressions and bumps have vertical heights that are smaller than the thicknesses of said plate and said pad.

22. (Previously Presented) An assembly for supporting a rail on a railroad tie, said assembly comprising:

an abrasion plate having an upper surface, and being constructed and arranged to fit on the railroad tie;

a rail pad having a lower surface and being constructed and arranged to fit on said abrasion plate with said lower surface facing and contacting said upper surface and to support the

rail; and

a locking mechanism adapted to prevent movement between said abrasion plate and said railroad pad, said locking mechanism including a plurality of bumps disposed on one of said surfaces and a plurality of matching depressions on the other of said surfaces;

wherein said abrasion plate includes two opposed plate sides formed to wrap around the tie sides:

23. (Previously Presented) The assembly of claim 22 wherein said plate sides each include a flat portion and an angled portion.

24. (Currently Amended) An assembly for supporting a rail on a railroad tie, said assembly comprising:

an abrasion plate having an upper surface, and being constructed and arranged to fit on the railroad tie;

a rail pad physically separate and removable from said plate, and having a lower surface and being constructed and arranged to fit on said abrasion plate with said lower surface facing and contacting said upper surface and to support the rail; and

locking means for preventing lateral movement between said abrasion plate and said railroad pad when a train passes over said rail,

wherein said locking mechanism includes a plurality of bumps distributed on one of said surfaces and a plurality of matching depressions distributed on the other of said surfaces, each bump being disposed in a corresponding depression.

said bumps and depressions being provided under rail.

25. (Canceled)

26. (Previously Presented) A railroad assembly component for supporting a railroad track on a railroad tie, said component comprising:

an abrasion plate having a generally flat body and adapted for placement on the tie;
a rail pad separate from said abrasion plot and disposed on top of said abrasion pad to support the rail; and

coupling means for coupling said abrasion plate and said rail pad, said coupling including a projection dependent on one of said abrasion plate and said rail pad, and a hole adapted to receive and capture said projection and formed on the other of said abrasion plate and said rail pad, said coupling allowing said plate and pad to move with respect to each other at least laterally without separation.

27. (Previously Presented) A railroad assembly component for supporting a railroad track on a railroad tie, said component comprising:

an abrasion plate having a generally flat body and adapted for placement on the tie;
a rail pad arranged to be placed on top of said abrasion pad and to support the rail; and
a coupling adapted to couple said abrasion plate and said rail pad, said coupling including a projection dependent on one of said abrasion plate and said rail pad, and a hole adapted to receive and capture said projection and formed on the other of said abrasion plate and said rail

pad;

wherein said projection includes a stalk terminated with a head, said head being bigger than said hole, said stalk having a cross-sectional dimension smaller than the cross-sectional dimension of the hole to allow some lateral play between said plate and said pad.

28. (Previously Presented) The assembly of claim 27 wherein said pad and said plate each has four corners, and said coupling includes four projections and four corresponding holes disposed at respective corners of one of said pad and plate.

29. (Previously Presented) A railroad assembly component for supporting a railroad track on a railroad tie, said component comprising:

an abrasion plate having a generally flat body and adapted for placement on the tie; a rail pad arranged to be placed on top of said abrasion pad and to support the rail; and coupling means adapted to couple said abrasion plate and said rail pad, said coupling including a projection dependent on one of said abrasion plate and said rail pad, and a hole adapted to receive and capture said projection and formed on the other of said abrasion plate and said rail pad;

wherein said projection includes a stalk terminated with a head, said head being bigger than said hole, said stalk having a cross-sectional dimension smaller than the cross-sectional dimension of the hole to allow some lateral play between said plate and said pad.

30. Canceled

31. (New) A railroad assembly component for supporting a railroad track on a railroad tie, said component comprising:

an abrasion plate having a generally flat body and adapted for placement on the tie; a rail pad arranged to be placed on top of said abrasion pad and to support the rail; and a coupling adapted to couple said abrasion plate and said rail pad, said coupling including a projection dependent on one of said abrasion plate and said rail pad, and a hole adapted to receive and capture said projection and formed on the other of said abrasion plate and said rail pad,

wherein said projection includes a stalk terminated with a head, said head being bigger than said hole,

wherein said pad and said plate each has four corners, and said coupling includes four projections and four corresponding holes disposed at respective corners of one of said pad and plate.